Banning strikes In Public Sector Airlines

13. SHRI KRISHNA KUMAR BIRLA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government have a proposal to ban strikes in Public Sector Airlines;

(b) whether the talks with the Indian Airlines pilots to resolve the three month old strike continues to fail;

(c) whether the proposal to put a ban on strike would achieve any purposeful results; and

(d) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) No, Sir.

(b) to (d) The strike by Indian Commercial Pilots Association which started on 10-12-92 was called off on 24-1-1993.

Promotion of foreign owned companies in domestic air service

14. SHRI V. RAJESHWAR RAO:
DR. SHRIKANT RAMCHANDRA JICHKAR:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government are contemplating to promote foreign owned companies in domestic air traffic; and

(b) if so, how would Government regulate their tariffs, so that the Indian companies do not suffer from unfair competition?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) No, Sir.

(b) Does not arise.

Acquisition of aircraft by Indian Airlines during strike period

15. SHRI V. RAJESHWAR RAO:
DR. SHRIKANT RAMCHANDRA JICHKAR:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the type, name and quantity of foreign aircraft got by the Indian Airlines on wet lease during the strike period of December, 1992 and January, 1993;

(b) the total amount of expenditure incurred by Indian Airlines on this account;

(c) the reasons for the crash of one such aircraft in Delhi; and

(d) whether Indian Airlines will have to bear any damages due to the crash and what is the likely amount of such damage?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) Indian Airlines hired four TU-154 aircraft from M/s Uzbekistan Airways and three TU-154 aircraft from M/s Balkan Bulgarian Airlines at an expenditure of about Rs. 3.30 crores and Rs. 1.60 crores respectively towards lease charges, positioning/re-positioning of aircraft, Crew hotel accommodation and allowance etc.

(c) A Court of Inquiry has been instituted to hold a formal investigation of the accident.

(d) Indian Airlines will not have to bear damages for the loss of aircraft since it is the responsibility of the lessor to insure the aircraft. Compensation payable by Indian Airlines to the passengers on ac-

count of loss of baggage and medical expenses for injuries sustained by them will be reimbursed by the insurance company.

Pilots leaving the Indian Airlines

16. SHRI V. RAJESHWAR RAO:
DR. SHRIKANT RAMCHANDRA JICHKAR:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the number of pilots who have left the Indian Airlines/Air India during the last three years, specially during the period from December 1992 to January, 1993;

(b) the amount which Indian Airlines had spent on their training;

(c) the reasons for their leaving the Airlines;

(d) the loss Indian Airlines has incurred because of their leaving; and

(e) the Airlines which they have joined since then?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) From 1990 to January, 1993 four pilots have left Air India. Between December, 1992 and January, 1993 one pilot left Air India. A total of 79 pilots have left Indian Airlines from 1990 to Jauary, 1993. Out of these, 29 pliots left in December, 1992 and 7 left in January, 1993.

(b) The cost of training incurred by Indian Airlines from the stage of a trainee pilot to that of a Commander on A-300 aircraft is approximately Rs. 42.60 lakh per pilot.

(c) Three Air India pilots have left on family/personal grounds and one has left on medical grounds. In Indian Airlines 25 pilots have left on personal/domestic grounds; 7 have left to join Air India and one has left questioning the prevaling conditions of Indian Airlines; 43 pilots have not given any reasons for their resignation.

(d) It is not possible to quantify accurately the losses suffered by Indian Airlines.

(e) Out of the 76 pilots who resigned from Indian Airlines, 7 joined Air India and 1 joined an Air Taxi organisation; the rest have not given any intimation regarding their future plans.

Development of Model Airports

17. SHRI SURESH KALMADI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that Government have decided to develop 12 airports in the country as model airports which will have standardised facilities; and

(b) if so, what are the names of such airports and details of the extra facilities to be provided thereat?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) There is a proposal for developing twelve airports as madel airports, viz. Jaipur, Lucknow, Nagpur, Indore, Vadodara, Hyderabad, Coimbatore, Calicut, Patna, Bhubaneswar, Guwahati and Imphal. Modernisation programme includes construction of new terminal building/expansion of existing terminal biulding wherever possible, extension of runway to 75000', provision of latest landing aids and other operational infrastructure.

Plans to attract foreign tourists

18. SHRI SURESH KALMADI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that Government plans to launch "Reassurance Campaigns" to attract foreign tourists in India; and

(b) if so, what are the details thereof?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Yes, Sir,